

CITY OF ISSAQUAH

MITIGATED DETERMINATION OF NONSIGNIFICANCE (MDNS)

Description of Proposal: Construct 2 multi-family buildings on 3 parcels for a total of 93 units. Two parcels will contain one building each and the third parcel is a 2.4-acre tree protection tract. Resident parking will be in a two-level under-building garage and on-street visitor parking is provided. Street frontage improvements to be provided include a City planned roundabout at the intersection of Newport Way NW and NW Juniper St. Site access is off Newport Way, with each building having its own garage driveway. The applicant proposes to reduce the steep slope buffer from 50 feet to 10 feet.

Proponent: Robert Wenzl
Inneswood Estates LLC
P O BOX 6127
Bellevue, WA 98008

Permit Number: SDP16-00006, Inneswood Apartments

Location of Proposal: 905 Newport Way NW

Lead Agency: City of Issaquah

Determination: The lead agency has determined this proposal would not have a probable significant adverse impact on the environment. An environmental impact statement is not required under RCW 43.21C.030(2)(c). This decision was made after review of a completed environmental checklist and other information on file with the lead agency. This information is available to the public on request.

Comment/Appeal Period: This Mitigated Determination of Nonsignificance is issued under WAC 197-11-340(2) and 197-11-680(3)(a)vii, and is based on the proposal being conditioned as indicated below. There is a 21-day combined comment/appeal period for this determination, between **October 21, 2016 to November 11, 2016**. Anyone wishing to comment may submit written comments to the Responsible Official. The Responsible Official will reconsider the determination based on timely comments. Any person aggrieved by this determination may appeal by filing a Notice of Appeal with the City of Issaquah Permit Center. Appellants should prepare specific factual objections. Copies of the environmental determination and other project application materials are available from the Issaquah Development Services Department, 1775 12th Avenue NW.

Appeals of this SEPA determination must be consolidated with appeal of the underlying permit, per IMC 18.04.250.

Notes:

1. This threshold determination is based on review of the Plan Set including architectural, civil, and landscape plans received Preliminary Drainage Report/Technical Information Report (CORE Design, dated May 2, 2016); Geotechnical Report (Icicle Creek Engineers, dated December 31, 2013); Traffic Impact Analysis (Transpogroup, dated December 2, 2015, Memo dated May 26, 2016); SEPA environmental checklist dated May 10, 2016; and other documents in the file.
2. Issuance of this threshold determination does not constitute approval of the project proposal. The proposal will be reviewed for compliance with all applicable City of Issaquah codes, which regulate development activities, including the Central Issaquah Plan, Critical Area Regulations, Building Codes, Clearing and Grading Ordinance, and Surface Water Design Manual.

Findings:

1. Steep slopes: The subject parcel was created as part of the Inneswood Estates Short Plat (SP13-00002). A steep slope area behind or to the west of the development site was put into a separate critical area/tree retention tract. A Geotechnical Critical Areas Study was prepared for the short plat and the steep slope buffer was approved to be reduced from 50 feet to 10 feet. A 15-foot building setback is required together with the reduced buffer, such that the proposed occupied buildings are located no closer than 25 feet from the toe of the steep slope. SEPA mitigation required additional geotechnical analysis, for subsequent building permits at the toe of the slope, to demonstrate adequate slope stability through a global stability analysis, confirming that the geotechnical design requirements and recommendations from the Icicle Creek Engineers report, December 31, 2013 have been met, together with the conditions of the Short Plat Notice of Decision SP13-00002. A third-party independent review of the geotechnical report global stability analysis will be required at the applicant's expense.

2. Stormwater: A Preliminary Drainage Report (CORE Design, May 2, 2016) was prepared to address core requirements, off-site drainage analysis, stormwater facility flow control and water quality design. The project will be required to meet the 2009 King County Surface Water Design Manual as amended by the 2011 City of Issaquah Addendum.

The Newport Way frontage improvements, including the roundabout, will drain to a detention vault across the street in the northeast corner of the Newport Way intersection with NW Juniper Street. The detention vault is located underground and partially extends into a wetland buffer. This detention vault has been previously evaluated for SEPA compliance and approved under a separate permit associated with the Inneswood Preliminary Plat (PP13-00003).

The stormwater from the two residential building sites will each be collected on on-site detention facilities. The stormwater for the larger building will discharge from a detention facility onsite to the same wetland area across Newport Way NW. In order to minimize impacts to the wetland, the stormwater shall be designed not only to meet the storm water standards for flow control and water quality, but also to maintain the wetland hydrology. The detention facility for the smaller building will drain to the existing stormwater collection system in Newport Way.

4. Traffic: The site access is from Newport Way NW and adjacent streets serving the site include NW Juniper Street and Maple Street NW.

A Traffic Impact Analysis (transpo Group, December 2015) was completed to document trip generation from the proposal and to evaluate the level of service (LOS) and safety and operations for the site access drives off Newport Way NW. The report estimates the proposal would generate approximately 674 daily weekday trips; with 47 trips occurring during the weekday AM peak hour (10 entering, 37 exiting) and 67 weekday PM peak hour trips (43 entering, 24 exiting).

The intersections evaluated for LOS include:

- NW Newport Way and Maple Street NW
- Newport Way NW and NW Juniper Street
- NW Gilman Boulevard and NW Juniper Street
- Newport Way NW and King County Library access drive

The Traffic Impact Analysis concludes that all intersections are anticipated to operate at the same LOS as under a future "without-project" scenario with the exception of the Newport Way NW/NW Juniper Street intersection, which is expected to improve from LOS E to LOS A with the completion of the roundabout.

Under the City's new concurrency standards (adopted by Ordinance #2733, effective February 2, 2015), individual development applications are not required to evaluate their project traffic impacts on the local street system, provided a proposal is consistent with the City's planned growth that was assumed and previously evaluated in the traffic concurrency model. The City completed a system-wide transportation concurrency assessment for future planned growth and road improvements were identified to mitigate for the corresponding planned growth. According to the City's traffic model, adopted level of service (LOS) standards would be maintained and development projects would be concurrent provided the identified road improvements are constructed. A transportation impact fee was calculated to fund the road improvements identified in the concurrency model and on the City's Transportation Improvement Program (TIP). Development proposals can therefore mitigate for their traffic impacts by payment of the traffic impact fee.

As an alternative mitigation, development proposals may construct transportation improvements identified in the TIP and receive Traffic Impact Fee credits. TIP Project No. 17, identifies Newport Way NW between NW Maple Street and West Sunset Way for transportation improvements. The applicant has proposed to construct a portion of these improvements along the project frontage, which includes an additional lane of travel, roundabout, sidewalks, bike lanes and stormwater detention vault for right-of-way stormwater management. If the improvements are constructed by the developer, the Inneswood Apartments project will receive traffic impact fee credits commensurate with the cost of construction, not to exceed the associated traffic impact fees.

The project may mitigate their traffic impacts by payment of the traffic impact fee or constructing the road improvements for Newport Way NW including the roundabout, as identified in the City of Issaquah Transportation Improvement Program.

Site Access: The 86-unit building will have a full access driveway (Site Access B) and is anticipated to operate at LOS C with approximately 16 seconds delay. This access has been reviewed relative to its proximity to the proposed roundabout and found to be consistent with City Standards.

The smaller 7-unit building would be accessed from a separate driveway off Newport Way NW, anticipated to operate at Level of Service B (LOS B) with approximately 13 seconds of delay. Due to the proximate location of the drive access to the roundabout, turning movement restrictions are required to maintain access safety and operations. The access shall be restricted to right-in right-out turn movements.

6. Bicycle and Pedestrian Facilities – The *Nexus Study for Bicycle and Pedestrian Facilities Mitigation Fees* (Henderson Young & Company, December 10, 2014) was adopted by the City Council, Ordinance #2733, effective February 2, 2015. The study quantifies the direct impact of new development on the current system of bicycle and pedestrian facilities and the additional demands from future growth to maintain the adopted level of service. The report uses trip generation rates based on the different land use types to quantify the impacts of new development. It also identifies 16 specific bicycle and pedestrian projects that are needed to support the City's level of service standard. Payment of mitigation fees as determined in the study may satisfy a development's requirement to mitigate their project impacts on the level of service standard. If the developer doesn't voluntarily use the methodology and mitigation fees as determined in the report, the developer may choose other methods to quantify and mitigate their impact including conducting a study of its impacts and identifying alternate means of mitigating impacts to achieve the adopted standards. The mitigation fee is presently \$462.75/multifamily unit. The mitigation fee will be assessed with issuance of building permits and the actual cost of the mitigation fee will be the adopted fee in effect at the time of permit issuance. Applicant objections to the voluntary payment should be made during the SEPA comment period.

7. Public Services - The proposal would have a potential impact on public services, including police and general government buildings. IMC Chapter 3.74, Methods to Mitigate Development Impacts, provides alternatives to mitigate for direct impacts of proposed development. The City may approve a voluntary payment in lieu of other mitigation. Rate studies for police facilities and general government buildings are included in IMC 18.10.260 as the City's SEPA policy base. The rate studies present the methodology and formulas for determining the amount of the mitigation fee commensurate with the proposed land use and project impacts. The current mitigation fee for multifamily residential uses is \$79.83/unit for general government and \$156.84/unit for the police mitigation fee. The mitigation fee will be assessed with issuance of building permits and the actual cost of the mitigation fee will be the adopted fee in effect at the time of permit issuance. Applicant objections to the voluntary payment should be made during the SEPA comment period.

Mitigation Measures: The Mitigated Determination of Nonsignificance is based on the SEPA environmental checklist received December 16, 2015 and supplemental technical information and reports listed in the Notes. The following SEPA mitigation measures shall be deemed conditions of the approval of the licensing decision pursuant to Chapter 18.10 of the Issaquah Land Use Code. All conditions are based on policies adopted by reference in the Land Use Code.

1. The Applicant shall mitigate their traffic impacts by payment of the City's Traffic Impact Fee or by constructing Newport Way NW frontage improvements, including a roundabout, as identified in the City's Transportation Improvement Program. The cost of construction shall be reviewed and approved by the City of Issaquah and may include land acquisition costs, design, permitting, mitigation measures and construction costs. Credit for the road improvements will not exceed the associated traffic impact fee.
2. The smaller 7-unit building driveway access (Site Access C) shall have right-in right-out turn restrictions to and from Newport Way NW.
3. The stormwater discharge into the wetland shall be designed to minimize impacts to wetland functions and to maintain the wetland hydrology.
4. The Critical Area Regulations require the following measures:
 - 1) The outer extent of the critical area buffers shall be fenced in the field with installation of temporary erosion sedimentation control (TESC) measures, prior to beginning construction and maintained through the duration of construction activities. Only approved landscape improvements are allowed in the critical area buffers.
 - 2) Permanent survey stakes using current survey standards shall be set to delineate the boundaries of the critical area buffers.
5. The Icicle Creek Engineer's geotechnical reports (December 31, 2013, September 1, 2016) include specific recommendations in regard to site preparation, excavations and foundations, drainage and erosion control. These recommendations shall be adopted on construction plans and implemented with the construction of the two buildings proposed.
6. Site-specific building permit plans were not evaluated by the geotechnical study. The applicant shall submit a geotechnical report evaluating specific building and grading plans with the submittal of building permits. A third-party independent review of the geotechnical report and building plans may be required at the applicant's expense.
7. No tree removal or disturbance into the reduced steep slope buffer is allowed. Removal of existing trees within the steep slope buffer and steep slope area shall be allowed only on a case-by-case basis for hazardous trees.

8. The applicant shall mitigate for potential impacts on public services and bicycle and pedestrian facilities. The City may approve a voluntary payment in lieu of other mitigation. The current mitigation fee is \$79.83/unit for general government and \$156.84/unit for the police mitigation fee, and \$462.75/multifamily unit for the bicycle/pedestrian mitigation fee. The mitigation fees will be assessed with issuance of building permits and the actual fee amount will be the adopted fee in effect at the time of permit issuance. Applicant objections to the voluntary payment should be made during the SEPA comment period.

SEPA Responsible Official: Amy Tarce

Position/Title: Senior Planner

Address/Phone: P.O. Box 1307, Issaquah, WA 98027-1307 (425) 837-3094

Date: October 21, 2016

Signature: 

cc: Washington State Department of Ecology
Muckleshoot Indian Tribe
Snoqualmie Indian Tribe
U.S. Army Corps of Engineers
Washington State Department of Fish and Wildlife
Washington State Department of Archeology and Historic Preservation (DAHP)
Parties of Record
Issaquah Development Services Department
Issaquah Parks and Public Works Engineering Departments

SEPA ENVIRONMENTAL CHECKLIST

UPDATED 2014

Purpose of checklist:

Governmental agencies use this checklist to help determine whether the environmental impacts of your proposal are significant. This information is also helpful to determine if available avoidance, minimization or compensatory mitigation measures will address the probable significant impacts or if an environmental impact statement will be prepared to further analyze the proposal.

Instructions for applicants: [\[help\]](#)

This environmental checklist asks you to describe some basic information about your proposal. Please answer each question accurately and carefully, to the best of your knowledge. You may need to consult with an agency specialist or private consultant for some questions. You may use "not applicable" or "does not apply" only when you can explain why it does not apply and not when the answer is unknown. You may also attach or incorporate by reference additional studies reports. Complete and accurate answers to these questions often avoid delays with the SEPA process as well as later in the decision-making process.

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

Instructions for Lead Agencies:

Please adjust the format of this template as needed. Additional information may be necessary to evaluate the existing environment, all interrelated aspects of the proposal and an analysis of adverse impacts. The checklist is considered the first but not necessarily the only source of information needed to make an adequate threshold determination. Once a threshold determination is made, the lead agency is responsible for the completeness and accuracy of the checklist and other supporting documents.

Use of checklist for nonproject proposals: [\[help\]](#)

For nonproject proposals (such as ordinances, regulations, plans and programs), complete the applicable parts of sections A and B plus the [SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS \(part D\)](#). Please completely answer all questions that apply and note that the words "project," "applicant," and "property or site" should be read as "proposal," "proponent," and "affected geographic area," respectively. The lead agency may exclude (for non-projects) questions in Part B - Environmental Elements –that do not contribute meaningfully to the analysis of the proposal.

A. background [\[help\]](#)

1. Name of proposed project, if applicable: [\[help\]](#)

Inneswood Apartments

2. Name of applicant: [\[help\]](#)

Inneswood Estates, LLC

3. Address and phone number of applicant and contact person: [\[help\]](#)

P.O. Box 6127 Bellevue, WA 98008

Bob Wenzl

206-714-6707

4. Date checklist prepared: [\[help\]](#)

April 26, 2016

5. Agency requesting checklist: [\[help\]](#)

City of Issaquah

Planning Department

6. Proposed timing or schedule (including phasing, if applicable): [\[help\]](#)

Site construction is scheduled to start in the spring of 2017, subject to the approval process and market demands. Building construction is proposed to start in the summer of 2017.

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain. [\[help\]](#)

No

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal. [\[help\]](#)

- Preliminary Drainage Report
- Preliminary Wetland Report
- Trip Generation Summary Memo
- Preliminary Geotechnical Report

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain. [\[help\]](#)

Currently Inneswood Estates (10 Lot Plat) is going through final engineering approval

10. List any government approvals or permits that will be needed for your proposal, if known.

[\[help\]](#)

Site Plan Approval
SEPA Determination
NPDES Permit
Drainage Plan Approval
Grading Permit
Right-of-Way Permits (If applicable)
Building Permits
Forest Practices Application (If applicable)

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.) [\[help\]](#)

This proposal is for the construction of two apartment buildings on 5.72 acres. The total unit count of both buildings will be 93. The northern building will contain 86 number of units and provide a parking garage for its residents. The southern building will provide 7 units and parking in a garage. Development of the site will also include, but is not limited to: site preparation, utility installation (Water, Sewer, and Storm Drainage), rockeries, vault and road/parking construction. Frontage improvements on Newport Way NW including a roundabout at Newport Way NW and NW Juniper Street will be constructed.

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist. [\[help\]](#)

The project is located at 905 Newport Way NW. The site is located in Section 28, Township 24N., Range 6E., City of Issaquah, Washington. A legal description and vicinity map is attached hereto and incorporated by reference.

Tax Parcel No(s): 2824069397, 2824069011, 2824069395, 8844300100

Legal Description:

PARCEL I:

PARCELS B, C AND TRACT B OF CITY OF ISSAQUAH SHORT PLAT NO. SP13-00002, RECORDED NOVEMBER 19, 2014 UNDER RECORDING NUMBER 20141119900003, RECORDS OF KING COUNTY, WASHINGTON.

PARCEL II:

THAT PORTION OF LOT 11 IN BLOCK 2 OF HERBERT S. UPPER'S 3RD ADDITION TO ISSAQUAH, AS PER PLAT RECORDED IN VOLUME 21 OF PLATS, PAGE 56, RECORDS OF KING COUNTY, LYING WESTERLY OF THE (KING COUNTY DRAINAGE DISTRICT NO. 4, DRAINAGE DITCH AS ESTABLISHED BY KING COUNTY SUPERIOR COURT CAUSE NO. 115812); EXCEPT PORTION FOR SUNSET HIGHWAY BY DEED RECORDED UNDER RECORDING NUMBER 1212656;

AND EXCEPT THAT PORTION FOR NEWPORT-ISSAQUAH ROAD NO. 941 REVISION BY
DEED RECORDED
UNDER RECORDING NUMBER 1511152;
AND EXCEPT THAT STRIP FOR RIGHT-OF-WAY TAKING, AS DESCRIBED BY
SETTLEMENT AGREEMENT
RECORDED UNDER KING COUNTY RECORDING NO. 9505040339;
SITUATE IN THE CITY OF ISSAQUAH, COUNTY OF KING, STATE OF WASHINGTON.
(ALSO KNOWN AS LOT B OF CITY OF ISSAQUAH LOT LINE ADJUSTMENT NO. PLN06-
00015 RECORDED
ON APRIL 12, 2006 AS RECORDING NO. 20060412900001, IN THE OFFICIAL RECORDS OF
KING
COUNTY, WASHINGTON.)

B. ENVIRONMENTAL ELEMENTS [\[help\]](#)

1. Earth

- a. General description of the site [\[help\]](#)
(circle one): Flat, rolling, hilly, steep slopes, mountainous,
other:

- b. What is the steepest slope on the site (approximate percent slope)? [\[help\]](#)

The steepest slope on site exceeds 40%. These slopes can be found running from the northern property line to southern property in a band located in the middle of the site

- c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils. [\[help\]](#)

According to the NRCS Web Soil Survey the site has mixture of three types of soils.

- Briscot silt loam is found on the east and west side of Newport Way.
- Kitsap silt loam 15 to 30 percent slopes is found on the west side of Newport Way.
This is where the majority of development will take place.
- Kitsap silt loam 2 to 8 percent slopes is located predominately in the western portion of the site.

- d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe. [\[help\]](#)

No.

- e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill. [\[help\]](#)

The purpose of grading is to construct streets to City standards, provide building pads, and construct the vault. The quantities of the cut and fill that will occur are approximately 11,490 cut cubic yards (14,640CY cut and 3,150CY fill). Please refer to the Preliminary Grading Plans for more information.

- f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe. [\[help\]](#)

Erosion could occur as a result of denuded soil during and immediately following storm events, during the construction cycle of the site. However, the use of BMP's are expected to mitigate any erosive situation.

- g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)? [\[help\]](#)

50%

- h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any: [\[help\]](#)

A temporary erosion and sedimentation control (TESCP) plan will be prepared and implemented prior to commencement of construction activities. During construction, erosion control measures may include any of the following: siltation fence, inlet protection, temporary siltation ponds, chemical treatment, filtration and other measures; which may be used in accordance with the requirements of the City of Issaquah. At completion of the project, permanent measures may include stormwater runoff detention and water quality facilities as required.

2. Air

- a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known. [\[help\]](#)

During construction, there will be increased exhaust and dust particle emissions. After construction, the principle source of emissions will be from automobile traffic and others typical of a multifamily development of this size.

- b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe. [\[help\]](#)

Yes. Off-site sources of emissions or odors are those typical of the multi family development properties that surround this site; such as automobile emissions from traffic on adjacent roadways.

- c. Proposed measures to reduce or control emissions or other impacts to air, if any: [\[help\]](#)

Construction impacts will not be significant and can be controlled by several methods: watering or using dust suppressants on areas of exposed soils, washing truck wheels before leaving the site, and maintaining gravel construction entrances.

Automobile and fireplace emission standards are regulated by the State of Washington. The site has been included in a "No Burn Zone" by the Puget Sound Air Pollution Control Agency, which went into effect on September 1, 1992. No land clearing or residential yard debris fires would be permitted on-site, nor in the surrounding neighborhood except in accordance with the regulation.

3. Water

a. Surface Water: [\[help\]](#)

- 1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into. [\[help\]](#)

Yes. There is a constructed drainage ditch on the east side of parcel no. 8844300100 (Abossein property) along with a wetland.

- 2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans. [\[help\]](#)

Yes. Sewer lift station and road improvements and a detention vault will be constructed on parcel 8844300100 (Abossein property).

- 3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material. [\[help\]](#)

None.

- 4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known. [\[help\]](#)

No.

- 5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan. [\[help\]](#)

No.

- 6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge. [\[help\]](#)

No.

b. Ground Water:

- 1) Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known. [\[help\]](#)

No groundwater will be withdrawn; public water mains will be installed as part of the plat construction. No water will be discharged to groundwater except through the incidental infiltration of stormwater.

- 2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals. . . ; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve. [\[help\]](#)

Not applicable, the site is served by public sewer.

c. Water runoff (including stormwater):

- 1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe. [\[help\]](#)

Sources of runoff and stormwater are the rooftops, parking access and Newport Way NW of the project. A rain-garden will collect, detain, and infiltrate the runoff. to the wetlands and constructed drainage ditch.

- 2) Could waste materials enter ground or surface waters? If so, generally describe. [\[help\]](#)

This would be very unlikely. The only materials that could enter ground or surface waters would be those associated with typical multi family development uses similar to surrounding properties.

- 3) Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.

No.

d. Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any:

There will be three vaults:

Abossein Vault – Connection the frontage improvements on Newport Way, 10-lot plat (part of another permit)

Parcel B Vault – Collecting the roof of Parcel B Apartments (main building)

Parcel C Vault – Collecting the roof of Parcel C apartment (south building)

Three Modular Wetland Systems will provide Sensitive Lake Water Quality Treatment

Two Dispersion trenches in Abossein property

Rain Garden in the center of the roundabout

All storm drains to the existing wetland and ditch that runs north on the east side of the Abossein property

4. **Plants** [\[help\]](#)

- a. Check the types of vegetation found on the site: [\[help\]](#)

☒_x_deciduous tree: alder, maple, aspen, other

☒_x_evergreen tree: fir, cedar, pine, other

- ☒ x shrubs
- ☒ x grass
- ☐ pasture
- ☐ crop or grain
- ☐ Orchards, vineyards or other permanent crops.
- ☒ x wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other
- ☐ water plants: water lily, eelgrass, milfoil, other
- ☐ other types of vegetation

- b. What kind and amount of vegetation will be removed or altered? [\[help\]](#)

Trees, shrubs, and grass.

- c. List threatened and endangered species known to be on or near the site. [\[help\]](#)

No threatened or endangered plants are known to exist on the site.

- d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any: [\[help\]](#)

A Landscape Plan has been completed and submitted as part of this package. Conifer trees will be planted along the edge of the steep slope buffers. Shrubs and ornamental plants will be a mix of native and draught tolerant species.

- e. List all noxious weeds and invasive species known to be on or near the site.

There has been Himalayan blackberry found on site.

5. Animals

- a. List any birds and other animals which have been observed on or near the site or are known to be on or near the site. Examples include: [\[help\]](#)

birds: hawk, heron, eagle, songbirds, other:
 mammals: deer, bear, elk, beaver, other:
 fish: bass, salmon, trout, herring, shellfish, other _____

- b. List any threatened and endangered species known to be on or near the site. [\[help\]](#)

No threatened or endangered species are known to exist on the site.

- c. Is the site part of a migration route? If so, explain. [\[help\]](#)

Not to our knowledge.

- d. Proposed measures to preserve or enhance wildlife, if any: [\[help\]](#)

None other than to preserve open space on-site.

- e. List any invasive animal species known to be on or near the site.

There are no known invasive species known to be on or near the site.

6. Energy and natural resources

- a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc. [\[help\]](#)

Electricity will be the primary source of energy used to provide heating and cooling to each building with the possibility of natural gas as well. This form of energy is immediately available to the site. The builder will provide the appropriate heating and cooling systems, which are energy efficient and cost effective for the end user.

- b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe. [\[help\]](#)

No.

- c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any: [\[help\]](#)

The requirements of the Uniform Building Code and the State Energy Code will be incorporated into the construction of the buildings. Energy conserving materials and fixtures are encouraged in all new construction.

7. Environmental health

- a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe. [\[help\]](#)

The project will not generate any environmental health hazards.

- 1) Describe any known or possible contamination at the site from present or past uses.

None to our knowledge. The project will generate the same need for emergency services as other multi family development projects in the area.

- 2) Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.

None identified.

- 3) Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.

None identified.

4) Describe special emergency services that might be required.

None identified.

5) Proposed measures to reduce or control environmental health hazards, if any:

None, proposed. There are no on-site environmental health hazards known to exist today, nor are there any that will be generated as a direct result of this project.

b. Noise

1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)? [\[help\]](#)

The main source of off-site noise in this area originates from the vehicular traffic present on Newport Way NW.

2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site. [\[help\]](#)

Short-term noise impacts will result from the use of construction and building equipment during site development and building construction. These temporary activities will be limited to normal working hours set forth by The City of Issaquah.

Long-term impacts will be those associated with the increase of human population; additional traffic and the typical noise associated with a multi family development of this size.

3) Proposed measures to reduce or control noise impacts, if any: [\[help\]](#)

Building construction will be done during the hours prescribed by the City. Construction equipment will be equipped with muffler devices and idling time should be kept at a minimum.

8. Land and shoreline use

a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe. [\[help\]](#)

Current use of the site is small office.

North: Commercial

South: Residential

East: Newport Way NW

West: Residential

The proposal will have positive impacts to adjacent residential and commercial uses.

- b. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use? [\[help\]](#)

Not in the recent history.

- 1) Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how:

No.

- c. Describe any structures on the site. [\[help\]](#)

There is one wood framed house on site which is currently used as an office/commercial space. Net square footage of the structure is 1,830sf.

- d. Will any structures be demolished? If so, what? [\[help\]](#)

Yes. The only building on the site will be demolished.

- e. What is the current zoning classification of the site? [\[help\]](#)

MUR (Mixed Use Residential)

- f. What is the current comprehensive plan designation of the site? [\[help\]](#)

Multi Family Residential.

- g. If applicable, what is the current shoreline master program designation of the site? [\[help\]](#)

N/A.

- h. Has any part of the site been classified as a critical area by the city or county? If so, specify. [\[help\]](#)

Yes. The site consists of two parcels which are physically separated by Newport way. Located on the lot proposed for developments are Steep Slope Hazard Areas (40% or greater grade and more than 20 feet of slope), these areas are identified on the plans and addressed in the Geo-technical Report. Across the street located on the Abossein property there is a wetland.

- i. Approximately how many people would reside or work in the completed project? [\[help\]](#)

Approximately 230 people would reside at the completed project.

- j. Approximately how many people would the completed project displace? [\[help\]](#)

None.

- k. Proposed measures to avoid or reduce displacement impacts, if any: [\[help\]](#)

None. The current owners are proponents of the project.

- l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any: [\[help\]](#)

The project will comply with the current zoning of the site, and the Central Issaquah Development and Design Standards.

- m. Proposed measures to ensure the proposal is compatible with nearby agricultural and forest lands of long-term commercial significance, if any:

N/A.

9. Housing

- a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing. [\[help\]](#)

93 units. This project is for a middle – upper middle income multifamily development. One low-income affordable unit will be provided.

- b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing. [\[help\]](#)

None. The current building is a house used as office/commercial space.

- c. Proposed measures to reduce or control housing impacts, if any: [\[help\]](#)

Increased residential trips will be mitigated with the improvements of a roundabout on Newport Way.

10. Aesthetics

- a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed? [\[help\]](#)

The buildings will meet the height requirements of the MUR zone. The exterior building materials may include (but is not limited to) any of the following; wood, vinyl, masonry, cedar shakes and/or asphalt shingles, fiber-cement, glass, metal, and concrete.

- b. What views in the immediate vicinity would be altered or obstructed? [\[help\]](#)

None.

- c. Proposed measures to reduce or control aesthetic impacts, if any: [\[help\]](#)

The project will comply with the Central Issaquah Design Standards.

11. Light and glare

- a. What type of light or glare will the proposal produce? What time of day would it mainly occur? [\[help\]](#)

Light and glare will originate from street lights and exterior lighting. These impacts would occur primarily during normal business hours. Light made from use of parking garages should not be visible from community and users of Newport Way.

- b. Could light or glare from the finished project be a safety hazard or interfere with views? [\[help\]](#)

No.

- c. What existing off-site sources of light or glare may affect your proposal? [\[help\]](#)

The only offsite source of light and glare are from vehicles and outdoor (outdoor lights on homes/businesses) lighting from the adjacent streets and nearby neighborhoods.

- d. Proposed measures to reduce or control light and glare impacts, if any: [\[help\]](#)

Street Lighting, when deemed necessary, will be installed in a manner that directs the lighting downward without exposed bulbs. Exterior Lighting of buildings will comply with the Central Issaquah Lighting Standards

- a. What designated and informal recreational opportunities are in the immediate vicinity? [\[help\]](#)

Cybil-Madeline Park is approximately .5 miles east of the project. Tibbetts Valley Park is approximately .5 mile west of the project. The Maple – Juniper (walking) Trail is located just north of the King County Library across Newport Way NW.

- b. Would the proposed project displace any existing recreational uses? If so, describe. [\[help\]](#)

No.

- c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any: [\[help\]](#)

Each apartment will have its own court yard which will serve as open space.

13. Historic and cultural preservation

- a. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers located on or near the site? If so, specifically describe. [\[help\]](#)

None to our knowledge.

- b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources. [\[help\]](#)

None to our knowledge. There have been no professional studies done because there is no known evidence.

- c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc. [\[help\]](#)

None, as there are no known impacts. If an archeological site is found during the course of construction, the State Historical Preservation Officer will be notified.

- d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required.

None, as there are no known impacts. If an archeological site is found during the course of construction, the State Historical Preservation Officer will be notified.

14. Transportation

- a. Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on site plans, if any. [\[help\]](#)

The site currently fronts Newport Way NW. Two access points to the site will be provided off of Newport Way NW. Please refer to the Site Plan for the specific layout of access, drive aisles and parking stalls.

- b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop? [\[help\]](#)

No, the nearest transit stop (METRO) is located at the intersection of Newport Way NW & NW Newport Way, approximately 0.3 miles to the north. There is a PM bus route along Newport Way NW.

- c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate? [\[help\]](#)

The completed project will have a total of 126 spaces for the 2 buildings along with 8 on street spaces for visitors. The project will add approximately 116 spaces.

- d. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private). [\[help\]](#)

Yes, frontage improvements (curb, sidewalk, planter strip, roundabout) will be installed along Newport Way NW as part of this project. There will also be a bike lane, streets trees, exterior lighting from undergrounding of powerline, except for the high power PSE transmission lines.

- e. Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe. [\[help\]](#)

No.

- f. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates? [\[help\]](#)

The proposed project is anticipated to generate approximately 674 net new daily trips with 47 net new trips occurring during the weekday AM peak hour and 67 during the weekday PM peak hour.

- g. Will the proposal interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.

No.

- h. Proposed measures to reduce or control transportation impacts, if any: [\[help\]](#)

The applicant is proposing a roundabout as a measure to reduce transportation impacts. If the project is subject to traffic impact fees the applicant will need to pay them.

15. Public services

- a. Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe. [\[help\]](#)

The need for public service such as fire, health, and police protection will be typical of multi family development of this size.

- b. Proposed measures to reduce or control direct impacts on public services, if any. [\[help\]](#)

The buildings will be constructed to meet all applicable standards and codes of the City and the Uniform Building Code. The proposed development will contribute to the local tax base and provide additional tax revenue for the various public services. The project will pay its fair share of impact fees for fire, parks, and school. Transportation impact fees will be credited to the applicant upon acceptance of the Newport Way improvements by the City.

16. Utilities

- a. Circle utilities currently available at the site: [\[help\]](#)

electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system,
other: Cable

- b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed. [\[help\]](#)

All utilities are available to the site through the proper extension of services. Extension of services is the developers' responsibility.

C. Signature [\[HELP\]](#)

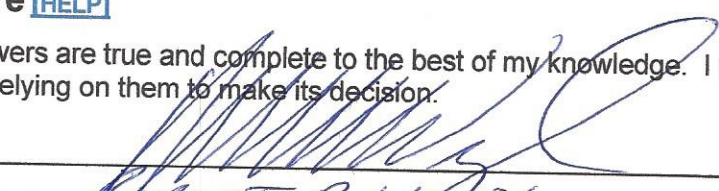
The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature: _____

Name of signee _____

Position and Agency/Organization _____

Date Submitted: _____


ROBERT P. WENZEL
MANAGING MEMBER
9-1-16

D. supplemental sheet for nonproject actions [\[help\]](#)

(IT IS NOT NECESSARY to use this sheet for project actions)

Because these questions are very general, it may be helpful to read them in conjunction with the list of the elements of the environment.

When answering these questions, be aware of the extent the proposal, or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms.

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?

Proposed measures to avoid or reduce such increases are:

2. How would the proposal be likely to affect plants, animals, fish, or marine life?

Proposed measures to protect or conserve plants, animals, fish, or marine life are:

3. How would the proposal be likely to deplete energy or natural resources?

Proposed measures to protect or conserve energy and natural resources are:

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?

Proposed measures to protect such resources or to avoid or reduce impacts are:

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

Proposed measures to avoid or reduce shoreline and land use impacts are:

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

Proposed measures to reduce or respond to such demand(s) are:

7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.